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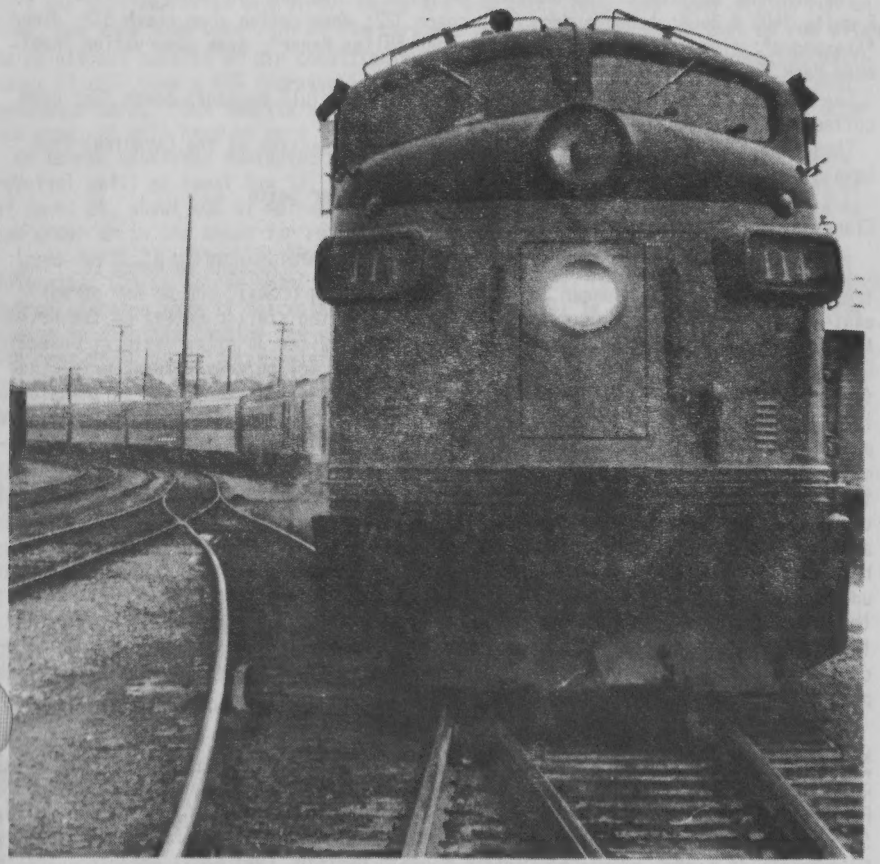

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LETTERS

Amtrak took delivery of three CP Rail sleepers on April 27. They departed Montreal in the consist of the WASHINGTONIAN bound for Washington. All the sleepers are 1955 Budd-built with 8 roomettes, 1 drawing room, 3 bedrooms, and 4 open sections. The first cars to go were "Chateau Argenson," "Chateau Lauson," and "Chateau Richelieu."

According to Amtrak service personnel, seven more cars will be delivered shortly. CP's Glen Yard at Westmount is full of Budd equipment not being used. Much of it seems to be waiting for disposition.

The Montreal section of the CANADIAN on April 27 had the following consist: F units 1405 & 1408; baggage dorm 602; coach 122; dome coffee shop coach 512; diner "Alexandra"; sleeper "Fraser Manor"; sleeper "Bliss Manor"; dome observation "Kootenay Park."

The ATLANTIC LIMITED on the same day consisted of: full baggage; coach 123; dome coffee shop 505; sleeper "Franklin Manor."

These are the only CP trains (besides the Toronto section of the CANADIAN) that have sleepers and dining service.

Rev. Walter Smith

Claremont, New Hampshire

I was bound from Tacoma to San Jose aboard the COAST STARLIGHT on March 28. The train had two Amtrak Passenger Service Representatives (PSRs), one on her normal assignment, the other on his orientation trip following similar duties on the MONTREALER.... At 6am someone announced that we had been halted 15 miles south of Dunsmuir because of a mudslide on the tracks that SP had been trying unsuccessfully to clear for 5 hours. Now we would be backing up to Dunsmuir to wait for buses to transfer us to Redding where the northbound train was halted. We would use the other train; those passengers would use ours. The announcement concluded with an invitation to complimentary breakfast... The PSRs went to each passenger asking if there were anything they could do to minimize the inconvenience caused by the delay. They arranged to fly one couple to L.A. who had charter flight reservations to Europe for that evening, and arranged for a gentleman due that very moment in San Francisco to check into a hospital for an ear operation to arrive that night instead. Later they managed to unload buses full of northbound passengers and luggage onto our train and us onto the buses so that nobody stood out in the rain very long. Then in Redding they saw to it that everybody got settled on the other train and could begin lunch. All proceeded in a very orderly manner. Indeed, it was an object lesson in how to keep 250 passengers happy, albeit delayed eleven hours.

Philip Stevenson

Worcester, Massachusetts

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Scheduled mailing date for this issue: May 13, 1974.

ON THE COVER

For our Amtrak Third Anniversary issue we present a special feature on the COAST STARLIGHT, trains 11-12-13-14, Amtrak's first new service. This is one in our continuing series on Amtrak trains in numerical order--coming next, trains 15-16, the LONE STAR (TEXAS CHIEF). The covers show the STARLIGHT/DAYLIGHT at Amtrak's beginning and in recent garb. Front cover pictures the northbound train at Oxnard, California this past January (photo by Peter Putnam Bretz). Rear cover shows the very first DAYLIGHT to run under Amtrak: the southbound Oakland-L.A. train leaves the Oakland yard on May 1, 1971. The entire train is seen--a weird combination of five diesels and five SP passenger cars, including baggage. Photo by Message Media.

FORTUNE MAGAZINE SUGGESTS CHANGE IN AMTRAK MANAGEMENT

Prestigious Fortune Magazine, in its May issue, is saying that Amtrak is heading for trouble unless its top executives, including its president, are replaced.

The magazine was not yet available on the West Coast as we went to press (May 10), but a newspaper article based upon a UPI release was available. It said that Amtrak is not able to handle the great surge of business thrust upon it by the fuel shortage. The magazine charged that "Seldom has a company been blessed with such an unexpected opportunity and seemed so determined to blow it." It said that "Amtrak's cars and stations often are dirty; seats are oversold; fewer and fewer trains run on time, and more than one-fifth of its cars are broken down ... those that do run often do so without benefit of air conditioning or lights." It said the corporation estimates it will have a 60% increase in passengers this year, requiring at least 1800 passenger cars. "But despite a belated attempt to fix up broken down cars and order new ones, it will have no more than 1500 cars available on an average day."

An Amtrak spokesman contacted by RTN said that the corporation would not issue a rebuttal until at least May 13. (Information from another source indicated that as of April 26, about 40% of Amtrak's entire passenger fleet was out of service due to bad order or in the shops for refurbishing.)

In an April 27 editorial, the San Antonio Express & News called upon Congress to determine: (1) Is Amtrak getting all the money it needs? (2) Does the law under which Amtrak operates give it the authority it needs? and (3) Is the management effective enough to give the country the modern railway system it must have? The paper said Congress would do a "great service" for the people and the nation's long-range economy if it made a "hard-nosed investigation" of the above questions.

AMTRAK MAKES 5% ACROSS-THE-BOARD CUTBACK IN JOBS

A report from the Washington Star-News (May 1) says that Amtrak, "which is enjoying its busiest season ever," has decided to cut back its employment by 5%. Shortly before, a memorandum from president Roger Lewis to corporation officers outlined the reduction in personnel. Contacted by RTN, an Amtrak spokesman said that the cutbacks would come mainly thru attrition, not by firings. The reasons given were that Congress has not yet passed Amtrak's supplemental appropriations bill; also, it is time to take stock of where we are, having gone up to over 8000 employees in three years. The newspaper said that Amtrak wants to "improve our efficiency by 5%." It said the cut was believed not related to any drop in business, since the previous month was "our biggest month ever."

CITIZEN SUIT SUCCESSFUL AGAINST AMTRAK

A passenger on the SAN FRANCISCO ZEPHYR who found no lounge car when he boarded April 5 has successfully sued Amtrak in small claims court in Oakland, California. Stephen Q. Lannes of Oakland was awarded a refund of $66.00 for railfare and court costs. Lannes stated in a press release "I will take Amtrak to court on each and every violation I experience in the future and I hope my victory will give other dissatisfied passengers the initiative to go to court to force Amtrak to operate their trains in a satisfactory manner."

THE FLORIDIAN GOES ON THE GROUND

Amtrak's Miami-Chicago FLORIDIAN, train 53, derailed at 10:55am Central Time at a point one mile northwest of Winamac, Indiana on April 30. The train was powered by three new Amtrak diesels, #542, 548 and 541. First reports said that the wreck was caused by a problem with the couplers between engines 542 and 548. Only the lead engine and the last car remained on the tracks. Wirephotos showed most of the cars tilting at a 90° angle, having slid down a 10-foot embankment.

There reportedly were 103 passengers and 17 crew aboard the train, but there were no serious injuries. A nearby hospital reported treating 14 persons from the wreck.

There were wide discrepancies in various reports coming from the scene, concerning which direction the train was traveling, how many were aboard and how many injured, and the consist of the train. One source of confusion may have been the presence of three baggage mail cars on the rear of the train. This report is pieced together from the best information available, but may contain some errors due to these discrepancies.

The train was reported traveling 47mph in a 50mph zone, and evidently running badly off schedule. The derailment reportedly blocked both tracks of the Penn Central line. The consist of the train was as follows: Amtrak diesels 542, 548, 541; Amtrak 1029 baggage; SCL 5030 baggage-dorm-coach; UP 1504 "Placid Lake" sleeper; Amtrak 9420 dome coach, 4450 and 5421 coaches, 8341 and 3322 lunch counter lounges, 4432 coach, 2380 and 2400 "Snohomish River" sleepers; UP 1607 "Sun Point" and 1603 "Sun Lake" sleepers; ATSF 3518, 3658 and 3533 baggage cars. By one count, the wreck brings to a total of 58 the cars that Amtrak now has out of service due to accidents.

RTN reader James Lindholm was at the scene at 9:30 the following morning, at which time seven cars remained to be removed from the embankment. Three other cars sat on a siding at Denham, 8 or 9 miles north of the scene. There appeared to be minor damage to most of these cars, with for example a ruptured water tank on #3322. No broken windows were observed. The cleanup operation involved about 65-70 men that day. Penn Central had two steam hooks there, and the Hulcher Emergency Rail Road Service and another big mover were on the scene. Mr. Lindholm says that the welded rail double track section is over an area of mud fields. The track is about 10 feet above the mud, and the soft ground made removal of cars from the muck difficult. At 5:30 that day, three cars remained at the derailment scene.

SOUTHERN RAILWAY PREPARING TO LOP OFF PASSENGER TRAINS

Non-Amtrak Southern Railway is preparing for that date a year from now when it can apply for discontinuance of passenger service, under the terms of the original Amtrak Act. As of April 20, SR raised rates on its mail contract with the Postal Service by 100%, forcing the Service to drop mail from the SOUTHERN CRESCENT. Mail was carried between New York and Atlanta, with the New York-Washington segment traveling on Penn Central; with the cancellation, mail is now shifted onto trucks for the Washington-Atlanta run. SR claimed its mail volume was declining. An Amtrak spokesman said that in contrast the corporation got higher volume and increased revenue when it lowered mail rates. Altho SR passenger traffic is up about 50% for the first 3 months of 1974, the railroad is expected to apply for discontinuance of all its passenger service with the exception of the Washington-Atlanta portion of the SOUTHERN CRESCENT next year.

SEC CHARGES FRAUD AGAINST PENN CENTRAL

In what the Wall Street Journal (May 3) described as one of the most important cases brought by the agency, the Securities and Exchange Commission has charged Penn Central and its former top officials with a mammoth fraud scheme prior to the 1970 bankruptcy. The case is important because it "expands" and "clarifies" the SEC's authority to try to locate and halt business fraud. The SEC charged "financial mismanagement" and "deceit" leading up to the breakdown of the PC's finances in 1970

AMTRAK AT AGE 3

by James Russell

On May 1, 1974, the occasion of the third anniversary of the opening of Amtrak operations, Amtrak president Roger Lewis bounced into Chicago on the BROADWAY LIMITED from Washington to preside at the official opening of the Brighton Park Maintenance Facility for Amtrak's Turboliners. (On that day observers said the train was only 8 minutes late.) For the occasion Amtrak put out a press release summarizing its accomplishments to date: over 8000 employees now working for Amtrak--with the recent addition of on-board service employees from SCL, UP, ATSF and SP; a total car fleet of 2034, up from 1277 in 1972, of which almost 1400 have been refurbished and given heavy overhaul; a ridership gain of 41% in the first quarter of 1974, compared with 1973; a recent doubling of the capacity of the computerized reservation system; a passenger-carrying capacity almost double that of Amtrak's first summer; several new routes recently added; new locomotives arriving and on order; new cars and Turboliners to be ordered soon; increased revenues, but also increased costs; over 5500 travel agents in over 400 cities handling Amtrak tickets and tours.

Not reflected in the official handouts is the all-important, behind-the-scenes battle taking place over the direction in which Amtrak should be moving. Right now Amtrak's board of directors is awaiting reconstitution. President Nixon has submitted six names of nominees for the board, to be approved by the Senate. Three more names are to come. These nine, along with 3 railroad members and the Transportation Secretary, will constitute the new board. Once set up, the board will elect its own chairman and appoint someone president of the corporation.

A growing number of people are now working to assure that that someone is not Roger Lewis, the present president. In what seems like a universal movement for change in leadership, Amtrak is not exempt from the demand. The consumer organization, the National Association of Railroad Passengers, has been leading the movement for change at Amtrak. Now prestigious Fortune Magazine is making the case for a switch in management at the rail corporation (see separate article).

In its current newsletter, NARP recounts that the news of Nixon's nominations came by chance during the Association's annual meeting, and NARP members voted unanimously (with one abstention) to oppose the continuation of Lewis as president and chief executive officer, and authorized chairman Anthony Haswell to take "necessary and appropriate legal efforts" toward this end, including opposing confirmation by the Senate of Mr. Lewis as an Amtrak director.

Dissatisfaction with the current Amtrak regime may be summed up in the words of one family who told us today of their first experience with British train travel: "Amtrak has no excuse!" they said. European trains were so good they made American trains look sad. Amtrak can, of course, offer a litany of excuses for their shortcomings. However, a large number of American travelers want action, not excuses. They feel, with NARP, that Amtrak has not been aggressive enough in pushing for better rail service. Even when Congress wanted to give Amtrak more money than it requested, the corporation said it couldn't "sensibly commit" more. Now in the light of the energy crisis it is easy to see that Congress was more foresighted than any other Washington agency. Had new equipment been ordered in Amtrak's first year, we'd be enjoying the fruits of it now, alleviating a parcel of problems created by the oil shortage and the growing demand for reorganization of our transportation priorities. The excuse has been offered that no one in Washington could have predicted the energy crisis. However, a growing number feel that Washington can't predict anything anymore, and that things are out of control. The desire for new leaders who can make predictions and sensibly guide things is very strong. In the context of this feeling about the federal government, it is understandable that the desire for better transportation leadership has been augmented.

The country is moving much too slowly in establishing a sensible, integrated transportation system with emphasis on rail travel as the backbone of ground movement. Nevertheless, we are pleased at the direction events have been taking since the inception of this newsletter in 1970. The rail travel situation is much better today than it was when we began writing these pages, and even better, there is greater hope for the future than there was before Amtrak. We are moving toward the introduction of new trains and equipment, gradually accumulating new routes within a well-integrated system, establishing and improving rapid transit systems across the nation, and downplaying the excessive use of highways. There is great public acceptance of improved rail travel. The future appears bright. However, every day's delay in bringing that dreamed-off future closer is costing the nation dearly, in lost time, money and personal well-being. It behooves all concerned in Washington to get this show on the road with all possible speed.

Amtrak's official and semi-official excuses over the years:
The 3 years of Amtrak have yielded varying official lines for the corporation's inability to cope. Here are those that have stood out:
1971: "All we ask is a little patience"
1972: "Wait until next summer, we'll have a chance to get organized..."
1973: "Better times are coming!"

EXPO 74 OPENS IN SPOKANE

Expo 74, the world's fair in Spokane, Washington opened May 4 to run thru November 3. Amtrak figures prominently in the exposition in this railroad city of 180,000. The rail corporation will have its own pavilion at the exposition, with a simulated dining car setting (photo at right), and samples of coach, sleeper and lounge accommodations. PSR Maureen McDonnell of Whittier, CA is pictured here.

Amtrak will run the NORTH COAST HIAWATHA daily beginning May 19 to help serve the expo, and a new train, the EXPO 74 between Seattle & Spokane, will start running then: train 791 (westbound) & 792 are to consist of 2 coaches, a 9800-series dome buffet car, and 4 more coaches. The coaches are 7500-series SP RENO FUN TRAIN cars (the last FUN TRAIN of the season runs May 10-12). The train leaves Seattle 12:30pm, arriving Spokane 9pm; leaves Spokane 8am, arriving Seattle 4:30pm. The PUGET SOUND is rescheduled slightly to make better connections with the EXPO 74. Amtrak said it is adding more capacity to the COAST STARLIGHT to handle travelers to the fair. The Amtrak station is about 3 blocks from the fair. No automobiles will enter the fair grounds, set on an island.

HERE'S A PHOTO from the first run of the Chicago-Dubuque BLACK HAWK, delayed from the first-hand report in our Second February issue. In the photo, taken by Scott Rogers, the 3-car RDC train is pausing in the snow at Galena, Illinois on February 13, the date of the inaugural preview run. The three front panels of the RDC are painted red, white and blue, from left to right.

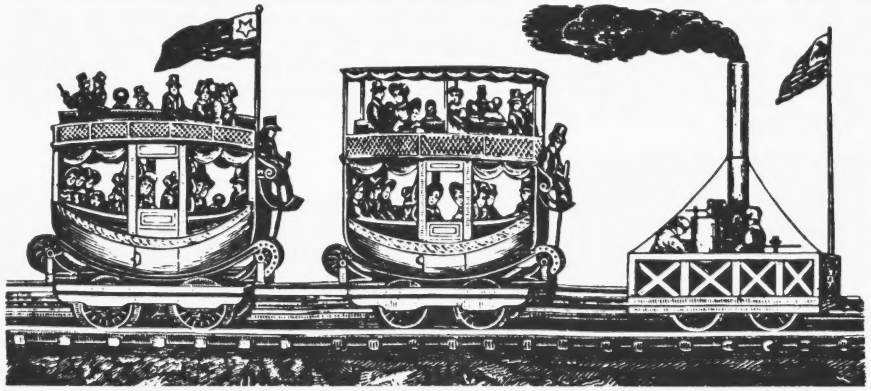
canadian news letter

THE DISCONTINUANCE OF Northern Alberta Railways' Edmonton-Dawson Creek passenger trains No. 1 & 2, mentioned here last issue (effective June 1), was opposed by, among others, the City of Edmonton. The city wanted the train continued, and asked the CTC to order NAR to run its trains in and out of either the CN or CP stations, to obtain modern rolling stock, such as RDC Dayliners, instead of heavyweight sleeping cars, to set a high-speed schedule, leaving Edmonton about 8am and arriving there about 10pm, to upgrade and improve passenger waiting rooms and ticketing facilities, to start and maintain a marketing and advertising program, to study increased service, including daily summer operation, and to consider using different fare levels, such as CN's red-white-blue structure. The CTC, of course, didn't go for these proposals, found that the trains were losing about $220,000 per year, and that alternate highway travel was adequate, and ordered them lopped off. Train service on the route had begun in 1929--at that time a 24-hour trip operated bi-weekly with sleeping and dining cars, and saw a tremendous upsurge in World War II years due to construction of the Alaska Highway. Ridership had declined steadily since then to a low of 10-12 passengers per trip in 1970.

AMTRAK'S PACIFIC INTERNATIONAL was at last to get on-train border inspection established as of May 1. The announcement came from Senator Warren G. Magnuson on April 26. As in pre-Amtrak days, customs inspection will be done at the passengers's seats, instead of requiring everyone to leave the train. The change should improve the timekeeping of the Seattle-Vancouver train, in addition to providing more convenience for passengers. Amtrak was preparing to construct a shelter for passengers awaiting inspection in the open air when word came that the on-board service would begin.

CANADIAN NATIONAL IS again advertising Maple Leaf Package Tours for summer travel in Canada. The tours are described as independent, unescorted and conveniently pre-arranged, with the price including transportation, sleeping car space, some meals, hotels and sightseeing. Sample prices: Toronto-Vancouver and Rockies, 15 days $860; Toronto-Maritime Provinces, 12 days $620; Toronto-Gaspe Peninsula, 7 days $355.

PARLIAMENT HAS AGAIN received a plan (April 22) to remove little-used rail lines from downtown areas of large cities such as Winnipeg, Montreal and Vancouver, making the space available for "housing, rapid transit or recreation." The plan was first proposed in 1972 by the Urban Affairs Minister, and would involve reimbursing railways for the costs of moving, partly from a Railway Grade Crossing Fund, and would cost an estimated $250 million over a 5-year period.



"But I thought that in Klauder's original design passengers could pass thru cars on the upper level."

COAST STARLIGHT

"Amtrak's big success story" is what the COAST STARLIGHT has frequently been called. It didn't take much innovation to make it that way. All Amtrak had to do was combine four trains into one and eliminate one bus, and lo and behold there was a new service, the first Amtrak innovation. Beginning on Saturday, May 1, 1971 a passenger in Seattle could board a railroad car, which started moving at 12:15pm and would come to a final stop in San Diego the next day at 10:30pm. The passenger would not have to leave the car for the entire 1503 miles.

Before May 1, 1971 it was a different story. The Seattle passenger would leave at 12:15 on a Burlington Northern "pool train," reaching Portland at 4pm. There he would change to Southern Pacific's CASCADE, leaving at 4:15. He would reach Oakland at 9:05 the next morning and be directed to a bus which would get him to San Francisco by 9:40, where he would sit around in SP's dingy 3rd & Townsend station until the 10:15am COAST DAYLIGHT was announced over an unintelligible P.A. system. Then he would endure the ride to Los Angeles with an "Automatic Buffet Car" dispensing stale food, reaching L.A. at 8:05pm, where he would change to his final train, a Santa Fe SAN DIEGAN leaving at 8:30 and getting him finally into San Diego at 11:15--that is, if the DAYLIGHT managed to make its connection with the Santa Fe. This could be done, as in the first years of Amtrak, only thrice weekly--Monday, Thursday or Saturday southbound, Sunday, Wednesday or Friday northbound. Going north was out of the question, since the first SAN DIEGAN of the morning reached Los Angeles at 9:55, or 1 hour 25 minutes too late to catch the DAYLIGHT. By this discoordination of schedules and downgrading of service standards, the railroads, by the time Amtrak took over, had perfected a service that would be acceptable to only the dedicated train traveler.

Actually, the thru Seattle-San Diego cars didn't last long. Amtrak soon found it easier to require passengers to change trains in Los Angeles than to switch cars there (thru cars were switched to and from a short train on the L.A.-San Diego route). But nevertheless Amtrak had done seemingly easily what only a coordinated nationwide passenger system could do--simplify train travel along the populous West Coast of the nation that was the first to place a man on the moon.

Amtrak's first, hastily drawn up timetable listed, on the last page of schedules, what were designated as trains 11 (southbound) and 12, unnamed. On the four days of the week that this thru service didn't run, train 98 & 99, Oakland-L.A., were indicated. When Amtrak gave all its major trains names, with the Nov. 14, 1971 timetable, the train became #11-12, the COAST STARLIGHT/DAYLIGHT southbound and #13-14, the COAST DAYLIGHT/STARLIGHT northbound. The train was generally referred to simply as the COAST STARLIGHT, and with the upcoming May 19, 1974 timetable, Amtrak will officially designate it the COAST STARLIGHT, with train #11 (southbound) and 14 (northbound). (The name "STARLIGHT" is from a former SP overnight San Francisco-Los Angeles train, #94-95.)

Amtrak's first new train

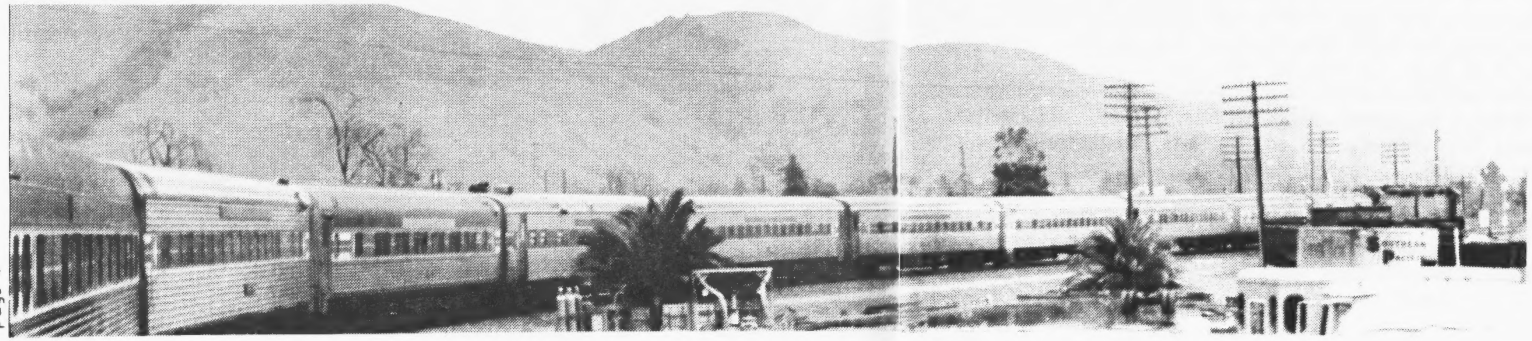
While simplified scheduling made train travel on the Coast far more appealing to average travelers, better marketing devices came later. At first the 4-times-weekly COAST DAYLIGHT continued to carry SP's hated Automat cars, tho the thru train had a diner, and eventually linens and flowers to embellish it. The Automat cars were abolished in favor of lunch counter diners. By 1973 the train had acquired "premier" status, and was running refurbished equipment exclusively. Beginning June 10, 1973 the STARLIGHT ran daily rather than tri-weekly, thus abolishing the separate DAYLIGHT runs between Oakland and Los Angeles. Business began to boom, with the greater flexibility of daily operation and word of the refurbished cars. First announced for summer only, the daily operation has continued to the present. Closed-circuit TV-equipped lounge cars were placed on the train, and Passenger Service Representatives were regularly assigned to it. An On-Board Service Director is now part of Amtrak's crew. At other times ex-SCL rear observation lounges were used, and occasionally an ex-SP dome lounge, regularly assigned to the SAN FRANCISCO ZEPHYR, would appear. One bone of contention with respect to equipment remains: altho the train offers the most varied and spectacular of scenery, Amtrak has not been able to persuade SP to allow it to run regular dome cars on the route. Clearances in tunnels of the Cascade Mountains of Oregon are the stated reason for this refusal, tho railfans uniformly assume that SP is being ornery for the purpose of intimidating Amtrak. As of this writing, new Amtrak diesels have been assigned to the train, with units #551-559 to be used regularly. These replace the usual pair of SP SDP-45's, sometimes in combination with F units, the latter apparently used for steam generation, since the SDP-45's are said to have frequent steam generator problems.

On-time performance has been the biggest problem with this train since its inception. The latest figures (March) show a 50% on-time figure, higher than the 44.6% of February. Ridership is climbing, with 30,314 passengers carried in February, 90% higher than the tri-weekly days of February 1973. (March figures are not available at this time, since a page was missing from Amtrak's monthly press release we received.) The train had some bad luck with wrecks and derailments this past winter, as reported in these pages earlier, and some non-refurbished equipment has had to be pressed into service recently due to damage.

The route of the STARLIGHT has long been your editor's favorite train ride, and we will of course keep a close watch on developments.

* * *

On the following pages, Glenn Lee recounts a COAST STARLIGHT trip made early last November, just as the oil shortage was making itself felt. Altho we see here the STARLIGHT at its worst, in the lowest off-season, observe that it really isn't bad in spite of the fact. At its best, the train can be one of Amtrak's true delights.



TWO RARE OCCURRENCES coincided last Jan. 5: a sprinkling of snow on California hills and a detour of the STARLIGHT thru Niles, due to its derailment at Newark the previous day. Photo by Ted Nelson.

I found myself once again on the platform of the depot at Davis, California. I had purchased my Amtrak tickets from a courteous staff, and my baggage had been checked with dispatch. I stood with a longtime friend talking trains under a clear, cool night sky. The great constellation Orion rose above us, a harbinger of winter close at hand. As the COAST STARLIGHT appeared in the southwest, a second friend arrived, bumping onto the platform with his enormous motorcycle. We chattered rapidly as No. 14 took the crossover and swung onto the station curve to board its load.

The STARLIGHT this evening was missing a coffee shop lounge car for coach passengers and a sleeper; still, it was a 12-car train. One of the regular SP SDP-45 units was missing, replaced by two F's--an "A" leading, and a "B." The load was light both fore and aft, and I boarded and settled into my roomette in 2722 "Pine Island" in a matter of seconds. The STARLIGHT loped slowly out of town; and as we picked up speed at the north city limits I could look east 14 miles to see the lights and towers of downtown Sacramento, doing their best to mask Orion's wintry stare.

I looked around my very beautifully done roomette; but just as on 2757 "Palm Star," which had taken me south on the STARLIGHT, there were problems. My roomette door was difficult to close. I finally had to stand, lift the door and "walk" it to the jamb to get it closed. There was no lifting seat for the toilet; rather, a large black molding built over the toilet assembly. This molding had cracked the full distance from front to back. As soon as possible, these cars, like "Angelico" in the Belafonte songs, have got to be taken back by Mama Amtrak to receive the things they lack.

I was tired, and watched the outriding clouds of a major storm close in over the valley, quickly blotting out Orion, and suspending my interest in anything but sleep.

At 2:30am I awoke suddenly as the STARLIGHT crept around the many reverse curves in the Sacramento Canyon north of Delta, northernmost limit of the Shasta Dam line-change. Heavy rains had raised the Sacramento River to well above flood level, converting this oft-placid trout stream into a snarling yellow serpent. Our rear brakeman watched closely, shining his lantern at the water's edge. A few days before, over 200 yards of old highway fill had collapsed, burying the tracks here, and the STARLIGHT tiptoed gingerly thru the danger zone. It was a pleasure to watch our 12-car train roll thru the series of horseshoe curves, but I was soon asleep again, waking only to clock us at Klamath Falls, from which we departed 45 minutes late--a disappointment after the earlier on-time departure from Davis.

I awoke again just beyond Cascade Summit. The storm had lifted a bit, and a few rays of direct sunlight were coming down on a heavy, wet blanket of new snow. Every car on the STARLIGHT was in Amtrak colors; and sliding quietly around the curves in the high Cascades, it looked as pretty as could be. I was taken by the beauty of this sight. During the dark days of the late 1960s, I had often tried to cheer members of the Railroad Club at Davis by saying: "Don't worry--one day soon all the passenger trains will be red, white and blue, just like the mail trucks." And lo, it has come to pass.

The storm worsened after this, and as we descended into the Willamette Valley, the rain became heavier. As we pulled into Eugene, the skies had literally opened. We arrived at 10:46am, some 31 minutes late, and were delayed as carknockers tried to restore the heat in one of the coaches. We were out of Eugene 37 minutes down, and I was hoping we'd pick up some time on the fast, flat valley track to the north. We rolled by the Eugene retarder yard, where one of SP's "alligator" Alcos slid by; but the great burst of speed I'd hoped for north thru Junction City and Harrisburg did not materialize. This stretch of track had been for years one of the great racetracks for the SHASTA DAYLIGHT, and would today be a logical candidate for 100mph running with conventional equipment. But over 35 miles of this beautiful alignment is now restricted to 50 or 55mph, for both passenger and freight! So naturally, we crept along. The creeks beside the tracks, and the rivers crossing under us were full, and passengers thought it was the storm, or a slow freight ahead that had delayed us--but no! It was an SP speed restriction.

Due at Salem at 11:41am, we arrived 42 minutes late, unable to make up any time on some of the best track. Here I opted for lunch, and found myself served well with good

food. The dining car crew was energetic to a fault, and I wondered if they were not perhaps Harlem Globetrotters at their off-season job until basket ball season starts.

As we neared Portland, the rains increased in intensity, and we crawled at a snail's pace thru track work below Oregon City. Our arrival in the Rose City was 55 minutes down. Here our three SP units were replaced by three BN diesels, two E's and one F. I'd hoped for some recovery of time on the fast BN double track, but this wasn't to be either--one of the BN units had burned out a motor coming south the previous day, and the lashup wasn't going to be making up any time.

My roomette, which had been alternately cold and hot during the night, got hotter than ever, and my porter couldn't do anything about it. I finally moved rear in the car, after noting that it got cooler in the car the farther back you went. At 2:47pm we passed the southbound STARLIGHT. In this reverse-signalled CTC double track, both STARLIGHTS were running left-hand. We were out of Kelso-Longview 63 minutes late, as the burned out motor made its presence felt.

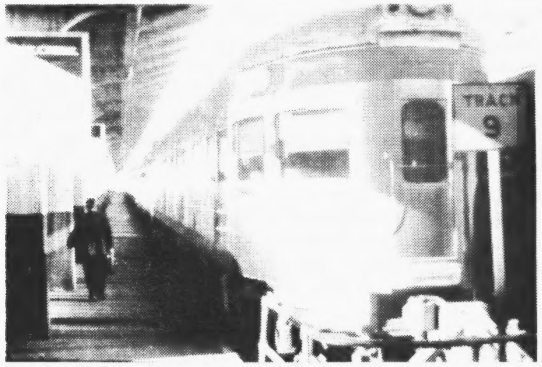
South of Centralia, an unusual treat. Now running right-hand, the STARLIGHT overtook a Union Pacific freight running the same direction left-hand, and I got a close look at the freight cars in motion, the first time I had been able to do this since riding Pennsy New York-Washington in the summer of 1964.

Darkness comes fast in the Pacific Northwest winter, and was falling swiftly when we crossed below the bluffs above Nisqually Flats and dropped down to Puget Sound. In the distance, wrapped in a rainy mist, were the islands of the lower Sound: Anderson; Ketron; McNeil, with its federal prison brightly illuminated despite the power shortage; and Fox.

Last summer's STARLIGHT: Mike Jarel got this splendid shot of the northbound train as it descended the western slope of Santa Susana Pass north of L.A. on June 24, 1973.

We rolled past Day Island, Tacoma's beachfront colony, and then under the Tacoma Narrows Bridge, today's "Sturdy Gertie" which replaced old "Galloping Gertie," the 1940 bridge which had collapsed in a 45mph wind into Puget Sound only four months after its opening. A quick look down the Sound toward Gig Harbor, and "whoosh," into the double-tracked darkness of the Harmon Bennett and the Ruston tunnels to emerge moments later along the Tacoma waterfront.

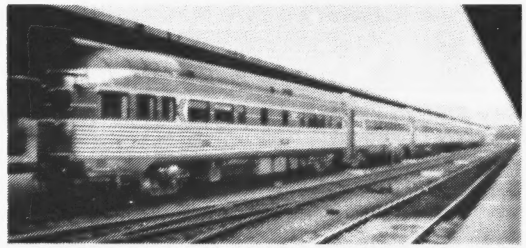
We are into Tacoma, 65 minutes down. There's a nice-sized crowd here, keeping the spectacular station, with its colossal dome, somewhat useful. We're out 3 minutes later, and figuratively it's all down hill to King St. station. Our brakeman complains a bit about his assignment, then says with a smile, "We'll be getting a lot more business from Greyhound now," a remark I was to understand fully only minutes later. As we slid by the Holgate St. coach yards, tomorrow's EMPIRE BUILDER was being made up, even in the pouring rain.



In pre-Amtrak days of the COAST DAYLIGHT, Southern Pacific would condescend to run a parlor observation car on the train on certain days. October 1, 1969 was one of them, as the train waited in San Francisco for departure. Photo by Message Media.

Then, at 6:26pm, 1hr 6min late, the great ship came to a halt and dropped its air at King St. Station, and I am home, met by an old friend. He is animated. Had I seen the papers yet? No, but in a few moments I was scanning the bloody front page of the Seattle paper. The governor had just cut all highway speeds in Washington State to 50mph, including buses and trucks. Greyhound runs were all arriving late, and Continental Trailways announced all runs were leaving Seattle 30 minutes early to compensate. The State Ferry system was pondering massive service cuts that might eliminate 20 per cent of all ferry runs, and all service to Sidney, B.C., to save fuel.

I watched the passengers pouring thru the waiting room from the STARLIGHT, and recalled Edward Viscount Grey of Fallodon who had said in August, 1914: "The lights are going out all over Europe. We shall not see them lit again." I suddenly felt I knew what he had meant. America was changing, and changing fast. Our transportation systems would reflect these changes first, and most dramatically. I thought of all the events that had happened during my vacation: the Arab-Israeli war, Agnew's resignation, the presidency rocked to its foundation, and now the oil shortage. I felt certain that I would be able still to travel across my land again and again in the years to come, and on increasingly improved trains. But I also felt, standing in the Amtrak station that rainy night, that things would never be quite the same in America again.



Now Amtrak has taken over, and again a roundend observation, a lounge car obtained from SCL, appears on the COAST DAYLIGHT. The date is Saturday, April 7, 1973, and photographer Mike Jarel caught this all-refurbished consist waiting for boarding in the Los Angeles depot.

Urban-Suburban Transit

SOUTHERN PACIFIC ADVERTISES ABOUT ITS COMMUTE SERVICE

In full-page newspaper ads May 7, the Southern Pacific attempts to make a case for fare increases, doubled ridership on its Peninsula commute trains, or "other means to eliminate (a) serious financial drain on our resources." The railroad claims a loss of over $4 million annually on the service, and said it would be seek-another substantial fare increase soon. The ad was in response to a February decision of the Public Utilities Commission, granting SP an 11% fare increase and requiring that it advertise its service. Says the ad (which is headed "We'd like to state our case"), "Now we are told we must advertise." It goes on to say that "It is hard to believe that potential Peninsula commuters are unaware of Southern Pacific commuter service." The page presents an interesting comparison table showing costs of SP and other modes; they range from $2115.96 a year by auto Redwood City-San Francisco to $1547.70 using auto and BART to $648.15 on Greyhound to $609.16 on SP, the cheapest. SP reluctantly states that "we will advertise our service again. However, unnecessary advertising becomes just one more expense..."

IS BART PREPARING PUBLIC FOR A FARE INCREASE?

In a series of current radio spot commercials, the Bay Area Rapid Transit District is apparently priming the public to accept higher fares as a means to resolving its fiscal problems. One ad has a purported rider blurting out: "I'd be willing to pay a little more to ride it." Opening of the transbay tube is now scheduled for September or October, and depends upon installation of a special computerized control system to help in sensing the presence of trains on the line, and DOT approval on funding of the $1.3 million project. BART has been testing handrails in car 114 as a help to standees, unplanned for in the original design. In other BART news, writer Harre Demoro reports in the Oakland Tribune that BART is actually helping AC Transit's local bus service, rather than hindering it, as originally thought, since BART riders are spurring demand for new connecting services. BART plans to purchase some new buses for AC to be run in areas where AC is not supported by tax revenues.

TRANSIT BRIEFS: The Colorado Regional Transportation District has selected principal firms to develop its $1.5 billion personal rapid transit system. Design and detailed planning will take about 18-24 months under present plans. TRW and De Leuw Cather engineering firms will be principal contractors... An Atlanta citizens group has filed a major lawsuit seeking to halt all transportation and planning in that area. It seeks to enjoin the DOT from approving projects under the Atlanta Regional Commission and highway projects under the Georgia DOT and State Tollway Authority. Sponsors say the planning is of poor quality and doesn't include the option on no-action decisions. Citizen input is also lacking, they say. If successful, the suit could force major changes in U.S. transportation policy and planning... Mobil Oil Company is running a series of newspaper ads supportive of public transportation in the oil shortage. One reads: "Public transportation: Now more than ever. Amtrak ridership was up 14% last year. And 28% this past January. In February, New York commuter travel on the Penn Central was up 9%. Mere distortions of the energy crunch? We hope not. We hope they signal a trend." Another pictures a huge crowd of people and is headed: "This many Americans didn't die in January and February thanks to the 55mph speed limit"... The gasoline allocation for May is being held at the level of April by the Federal Energy Administration--that's 90% of the gas available in May of 1972. The move is to assure a greater summer supply. Motorists have been falling down on conservation, and checks show that altho they support the lower speed limit, most drivers are exceeding it...

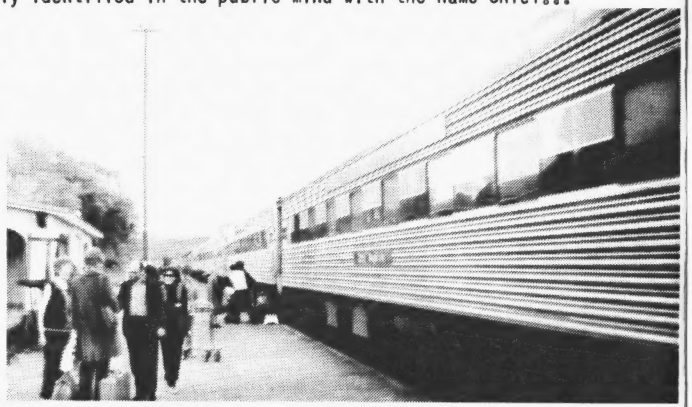
GOODBYE SUPER CHIEF
HELLO CALIFORNIAN

LEWIS

REED

WHAT'S IN A NAME?

When Amtrak's May 19 summer schedule appears, missing from it will be the familiar train name SUPER CHIEF for trains 3-4, and in its place will be a new name--the CALIFORNIAN. As RTN readers know, last March 7 John S. Reed, chairman, chief executive officer and president of Santa Fe Railway and Santa Fe Industries, sent a letter to Amtrak president Roger Lewis in which he withdrew permission for the rail corporation to use the "Chief" name. (The TEXAS CHIEF will now be the LONE STAR.) The stated reason was that "passenger discomfort that will inevitably result in the summer season from the operations now proposed will seriously damage a symbol of good service which is closely identified in the public mind with the name Chief..."



SUPER CHIEF passengers take a stroll as the big train pauses for a service stop at La Junta, Colorado. Photo by Geo. Hyko.

Reed spoke further of this move in a railway employee publication in March: "...despite Amtrak's understandable adoption of a number of austerity measures, the present transcontinental trains on the Santa Fe are still America's outstanding trains. Unfortunately, there have been some recent developments that have caused our reappraisal of the situation. ... We have regretfully concluded that (Amtrak's) plans for the SUPER CHIEF are incompatible with previous service standards for which the train name has been so well known. In fact, the proposed consist would, in our opinion, tend to destroy the basic character of the train. It seems certain to produce serious overcrowding of lounge and dining facilities--the features which determine the entire character and comfort of a long distance train trip. Perhaps it is unrealistic in this era of changing values, rising costs, and gasoline shortages to seek the perpetuation of at least one fine train that could serve as the flagship for long distance luxury rail travel throughout the world..."

Are these words from a railway truly concerned with fine rail travel, or are they the underhanded blow at a threatening Amtrak in the face of heavy public insistence on more federal intervention in the affairs of the railroads? Take your choice. In any case, summer travelers will find trains 3 and 4 the same fine trains as before. Amtrak revoked its plan for reduction of dining and lounge space, and in the process severed an uneasy tie to a clause in a contract with Santa Fe. Welcome, CALIFORNIAN.

mixed train of thoughts

LATE NEWS FLASH: Amtrak's new name for the SUPER CHIEF, contrary to the report on page 14, will be the SOUTHWEST LIMITED. Several names had been considered, including CALIFORNIAN, GOLDEN STATE, and SUPER LINER. None of the others could be used, some because the railroads involved would not release them; CALIFORNIAN was discovered to be a copyrighted name belonging to United Air Lines. SOUTHWEST LIMITED is an old Rock Island name, as was CALIFORNIAN..... THE NIGHT OWL will begin Saturday operation on May 25; now it runs 6 days a week..... ANOTHER DERAILMENT OF the FLORIDIAN, besides the one reported on page 4, occurred on May 10. The southbound train went off the tracks at 6:47am Central Time 200 yards south of the Seymour station, 29 miles south of Indianapolis. The train was traveling 20mph when the last 7 cars went off the track, remaining upright and coupled together. Two new Amtrak locos, a mail car and a sleeper stayed on the track, while 2 coaches, diner, lounge, coach and 2 sleepers went off. 117 passengers were aboard, and 12 were slightly injured. Passengers were bused on to their destinations..... OVER 20 STATIONS on the ICG Chicago-New Orleans main line will get $325,000 in upgrading: Homewood, Kankakee, Rantoul, Champaign, Mattoon, Effingham, Centralia, Carbondale, Cairo, Fulton, Dyersburg, Memphis, Grenada, Winona, Durant, Canton, Jackson, Hazelhurst, Brookhaven, McComb, Hammond. ICG engineering people will do the work, paid for by Amtrak. The Champaign work will be 2/3 funded by the state of Illinois in conjunction with the ILLINI service. Dyersburg will get a new plexiglass structure, and Memphis will get platform improvements initially..... SOME EQUIPMENT NOTES: former IC 10/6 sleeper "Clifton," owned by Butterworth Tours, has been refurbished and leased to Amtrak this summer along with "Baton Rouge" and "Bonnie B" (ex-IC "Belleville"). Amtrak has retired car 7509, ex-SP coach 2389. Amtrak's new auto-carrier cars now being built will be numbered in the 1800 series. Former Santa Fe SUPER CHIEF observation car "Vista Club" has been bought by Amtrak from a private Ohio owner, and will be numbered 3270. KCS car #59, renumbered ATK 8044, has been sent to Metron for refurbishing. Reportedly Amtrak has bought AutoLiner car 200 "Linoma," and UP coaches "Roaring Camp" and "Prairie" series "Home," "Skies," "Sunset," and "Trail." The CP sleepers mentioned in the letter on page 2, and others Amtrak has acquired, have appeared on the East Coast, some in the SILVER STAR consist. "Chateau Bienville" has appeared in Chicago, and on May 4 was resting in PC's 12th St. coach yard. Butterworth Tours is now converting former IC dome car 2210 into a pub car to replace "Big Ben" on the Rock Island run. The latter will be refurbishedand get minor work.

* * *

A READER ASKS if one can still apply for Rail Travel Credit Cards. Amtrak says you can (write to them in Washington), but their status is up in the air while Amtrak decides whether to phase out their use..... RIDERSHIP OF THE COAST STARLIGHT for March, not available when our article starting on p. 8 was written, was 35,384, compared with 19,082 in March 1973--an 85% increase over last year's tri-weekly month... HIGHWAY DEATH TOLL dropped 25% nationwide in March, the first month that all states were observing the 55mph speed limit; 1092 fewer people were killed, and fewer more injured than in March 1973..... CHICAGO SYMPHONY ORCHESTRA rode a special 3-car train to Milwaukee April 22. Buffet car service was reinstated on morning Hiawatha Service train 320 out of Milwaukee after complaints..... MONTEREY PENINSULA RAIL supporters claim a better than 50-50 chance of reviving the DEL MONTE, San Francisco-Monterey, after talks with Amtrak in Washington. Amtrak said they'd study the situation..... BILLS TO IMPROVE rail service on the L.A.-San Diego route by addingtwo trains are being introduced into the California legislature by Sen. James R. Mills..... THE ROCK ISLAND was doing a land-office business with baseball fans on May 4, with the QUAD CITIES ROCKET consist swollen to 14 cars and 3 locomotives. Nearly all Rock Island mainline passenger cars were in use that day.....

CANADIAN NATIONAL'S OFF-AGAIN, on-again romance with passenger service is now "on" again, according to Ottawa and CN insiders. CN is apparently being influenced by CTC orders to keep even very minor passenger runs going; by increasing criticism in parliament and by the public; the relative success of Amtrak; and the conservation and energy crises. Also, the recent success of the TurboTrain on the Montreal-Toronto run, revived after many mechanical failures since 1968, has not hurt.....
A TELEVISION DOCUMENTARY on Amtrak was broadcast by Seattle's channel 5 (KING-TV) on April 28. Described as perhaps one of the most praising of media reviews of Amtrak in recent months. Rail groups plan to request use of the film for club meetings..... AMTRAK'S OWN NEWSLETTER for employees, "Amtrak News," under the editorship of Joseph Vranich, former NARP man, is just out; the April 15 (no. 1) and May 1 issues arrived almost simultaneously. The 8½x11, 8-12 page publication is mailed first class to employees. The May 1 issue contains a long quote from our interview of Amtrak VP Edwin Edel in the First April RTN..... NOT TO BE left out of the recent fad, Amtrak reported a "streaking" that occurred on the MONTREALER recently between Philadelphia and Trenton. A young Englishman named Frazier streaked Le Pub car after asking the piano player if he could play streaking music..... THE MONTREALER, INCIDENTALLY, will be THE MONTREALER in both directions effective May 19; the WASHINGTONIAN name on the southbound train will be dropped. Another May 19 name change: trains 50-51 will be the JAMES WHITCOMB RILEY in both directions, with GEORGE WASHINGTON dropped. Maybe "Washington" doesn't conjure up a good image anymore.....

* * *

WARREN, ILLINOIS BECOMES a stop for the BLACK HAWK effective May 19. Train 371 stops at 9:25pm, train 370 at 7:10am, train 372 at 8:45am..... SENATOR HUEY LONG died in 1935, Mike Blaszak reminds us, but we resurrected him--the wrong Senator Long--to support the movement for restoration of the New Orleans-Jacksonville GULF WIND in this column last time..... AMTRAK WILL OFFER "Zoofari" tours from L.A. to the San Diego Zoo starting May 19, using SAN DIEGANS 770 and 775. Tours include rail fare, bus fare to Balboa Park, and zoo admission; total: $18..... VANDALS PLACED A railroad tie on the track in front of Turboliner 303 on May 5 just south of the Bloomington yards, causing a damaged air line on the train and delaying it at Bloomington ..... A FREIGHT DERAILMENT delayed the SUNSET LIMITED due in New Orleans May 2. It arrived the next morning at 8:30am. Amtrak flew Pullman passengers to Birmingham to catch their SOUTHERN CRESCENT connection..... WHEN AMTRAK ORDERS more French-type Turboliners, probably from Rohr Corp., and expected very soon, they will be built with Amtrak's own reversible seats, improved meal service facilities, and automatic door-opening treadles between cars. These will answer the complaints now heard about the trains. Amtrak is limited in modifications it can make to the present equipment, since it's under lease..... RAILWAY POST OFFICE will be run for one day, May 26, from Denver to Chicago on the SFZ, in commemoration of the 40th anniversary of the first run of the PIONEER ZEPHYR. Amtrak, Midwest Rwy Hist. Society & the Postal Service are co-sponsoring the event. Stamps will be sold and cancelled aboard.....
SEE THE APRIL National Ass'n of RR Psgrs newsletter for a detailed discussion of energy use and trains. Says the Oak Ridge study used very low load factors--37 to 48%. Amtrak's way above that now, and thus getting better fuel economy.....

CELEBRATE the return of Canadian National Steam Locomotive 6060 on Memorial Day Weekend with the Michigan Railroad Club. Three days, three different fun-filled itineraries are planned from Windsor, Ontario May 25 26 and 27, 1974. Plenty of opportunities for photographing, recording, and enjoying this beautiful, modern, and powerful locomotive. Consist will include open-door baggage car, comfortable open-section sleepers, reclining seat coaches, snack cars for light meals and refreshments, plus an open platform observation car. Prices $25-28 adult each day with reduced rates for children and certain one-way travel. Our flyer has complete details. Large SSAE to MRC-Steam, Box 586, Dearborn MI 48121.

Express Ads

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Railroad Uniform Buttons 50¢ each postpaid. Erie, Frisco, Georgia, Monon, Southern, Seaboard, Milwaukee, Reading, Central Vermont, Southern Pacific, Western Pacific, Santa Fe, Illinois Central, Jersey Central, Rock Island, and Washington and Old Dominion. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

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NOTICE OF IMPORTANCE: If you watch trains, you need to know when to watch. It became evident definite patterns developed during a study we made. For example, are some days proved better than others. If 35 trains go west, will 35 go east? Do you know how to figure your odds? Order today: CASE DATA FOR TRAIN WATCHERS, only $1.25. We see this as a fantastic aid. David D. Croteau, Dept. TW111Z, P. O. Box 1016, Colton, California 92324.

Concerned Ohio citizens are working for improved passenger train service. Vital and innovative plans can become reality with organized support. Let's hear it for passenger trains in Ohio! Annual Membership $5.00. Ohio Association of Railroad Passengers, Box 653, Xenia, Ohio 45385.

INDEPENDENCE LIMITED TO RUN AGAIN! Thursday July 4, 1974, Cincinnati to Williamson W.Va.--July 5 Williamson to Roanoke Va. via Princeton and former Vgn. Ry.--July 6 Round trip out of Roanoke on Shenandoah Valley Route--July 7 Roanoke to Washington. Write R.N.R.H., PO Box 681, Roanoke, VA 24004 for information.

I chide the Secretary of Transportation, not gently, but severely.--Robert J. Swan, public transit catalyst "expediting the improvement of low-cost rail transit," Box 1866, Long Beach CA 90801.

QUOTES OF THE WEEK***

"Amtrak is not waiting. I believe that it is in Amtrak's and the public's best interests to assume that there will be further restrictions on travel by car and plane in the coming months. Regardless of the form these restrictions take, they must be prepared for in advance. It is not enough to recognize this inevitability; we must take positive action to lessen the impact upon the public."

--Amtrak president Roger Lewis in "Amtrak prepares for the big switch to rail," Railway Gazette International, March

SLIP OF THE MONTH CLUB***

"Mr. Basford said his proposal, assuming it is adopted by Parliament, might cost $250-million over a five-year period. This money would be in the form of grants for crossings and relocations. It does not cover expropriation, which would be done by the public Words Department, when necessary."

--Toronto Globe and Mail, April 23

(You'll only get words out of them, and only when necessary.)

MORE MAY 19 CHANGES COMING UP ON AMTRAK

Here's a rundown of some more service changes to be expected with the summer timetable. See our last issue for an earlier summary.

The MONTREALER will be speeded up, due in part to the completion of track work along its route. The departure northbound remains unchanged, but the train will reach Vermont points about 45 minutes sooner than now. Southbound, it reaches Washington DC at 10:59am, two hours earlier than before. A new train, the MAYFLOWER, is to be added Fridays only from Washington to Boston to take traffic on that route that previously would have been handled by the MONTREALER. Sunday nights the KNICKERBOCKER will be added, running Boston-New York. The VALLEY FORGE will run to Boston on Saturdays (it's now a Mon-Fri train), giving thru Harrisburg-Boston weekend service. A new name, the NEW ENGLANDER appears on the roster of Philadelphia-Boston trains.

The first runs of the EXPO 74 will take place May 19 from both Spokane & Seattle, with equipment deadheaded to Spokane for the startup (see more details elsewhere).

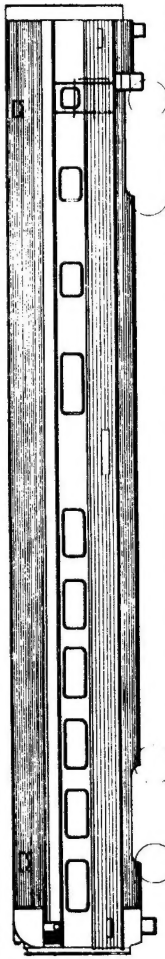
The NATIONAL LIMITED will be rescheduled eastbound to leave Pittsburgh at 7:28am and reach New York at 4:35pm. Westbound it leaves Pittsburgh at 10:39am, making it now a daylight train for the Pittsburgh area.

A Milwaukee-Chicago train will be scheduled to leave at 11:20am to substitute for the EMPIRE BUILDER, on which no passengers will be carried only between those two cities. Presumably the NORTH COAST HIAWATHA, now to run daily, will still take riders for that distance.

Changes in the Turboliner schedules between St. Louis and Chicago took place April 20: Saturdays trains 307, 306, 302 and 305 will use Turbo equipment, and train 300 conventional. Sundays trains 307, 306, 308 and 303 will use Turbos, 305 conventional. Mon, Thur, Fri trains 301, 302, 303, 304 use Turbos, trains 305 & 300 conventional. Tuesdays 302 is Turbo, 301, 303, 305, 300, 304 conventional. Wednesdays 303 is Turbo, 300, 301, 302, 304, 305 conventional.

NEWS BRIEFS: The DOT says it soon will approve Amtrak's spending $20-25 million to upgrade Boston-Washington trackage..... The Erie Lackawanna will be allowed to reorganize itself independently from the other roads in the Regional Rail Act of 1973 ..... Amtrak ridership Chicago-New Orleans rose 148% in March, with about 20,000 a month riding the PANAMA LIMITED. It gained a half million new passengers in March alone..... Los Angeles Union Station will be developed into a multimillion dollar station and shopping complex, under a new proposed plan..... The ICC has criticized the DOT's Northeast reorgnization plan as a "massive abandonment of rail services"... Write NRHS, Box 7302, Philadelphia PA 19101 for info on a June 30 Budd car excursion from Philly to the Bavarian Summer Festival at Barnesville, PA.....

Railway Passenger Car Annual



Volume 1
1973-1974

Contains car by car rosters of all rail passenger cars in revenue service on the U.S. and Canadian Railroads and Transit Systems during 1973.

Each car is listed in numerical order under the owning railroad or Transit Authority for easy identification. Prior numbers, ownership, rebuilding, builder and date built are shown.

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Includes all Rapid Transit and Streetcars owned by: MBTA (Boston), NYCTA (New York), SIRT (Staten Island), PATH (New York), TofNJ (Newark), PATCO (Philadelphia), SEPTA (Including Red Arrow), PAT (Pittsburgh), CTS (Cleveland), SHRT (Shaker Heights, Ohio), CTA (Chicago), NOPS (New Orleans), Leonard's Dept. Store (Ft. Worth), El Paso City Lines, BART, and San Francisco's MUNI (Including Cable Cars), MUCTC (Montreal), Expo Express, and the TTC (Toronto). Also includes the Seattle Alweg Monorail.

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